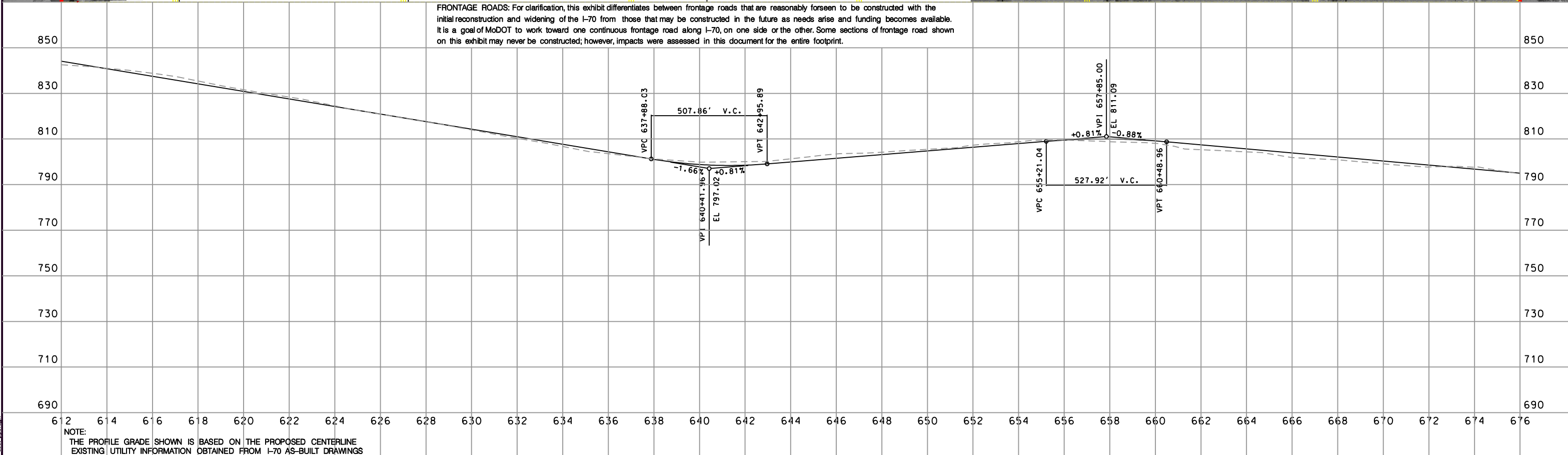


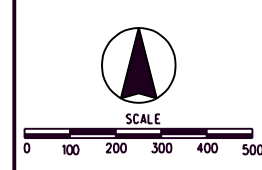
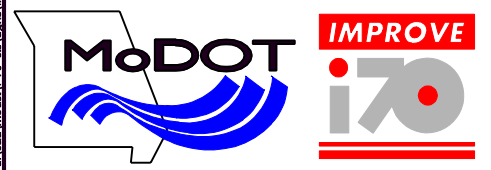
**CONCEPT ONLY**

▲ SYMBOLS SHADED GRAY ARE  
 ● CONSIDERED PARTIAL TAKES WHICH  
 ◆ MEANS THE STRUCTURE MIGHT BE  
 AVOIDED DURING THE FINAL DESIGN

**FRONTAGE ROADS:** For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.



NOTE:  
 THE PROFILE GRADE SHOWN IS BASED ON THE PROPOSED CENTERLINE  
 EXISTING UTILITY INFORMATION OBTAINED FROM I-70 AS-BUILT DRAWINGS



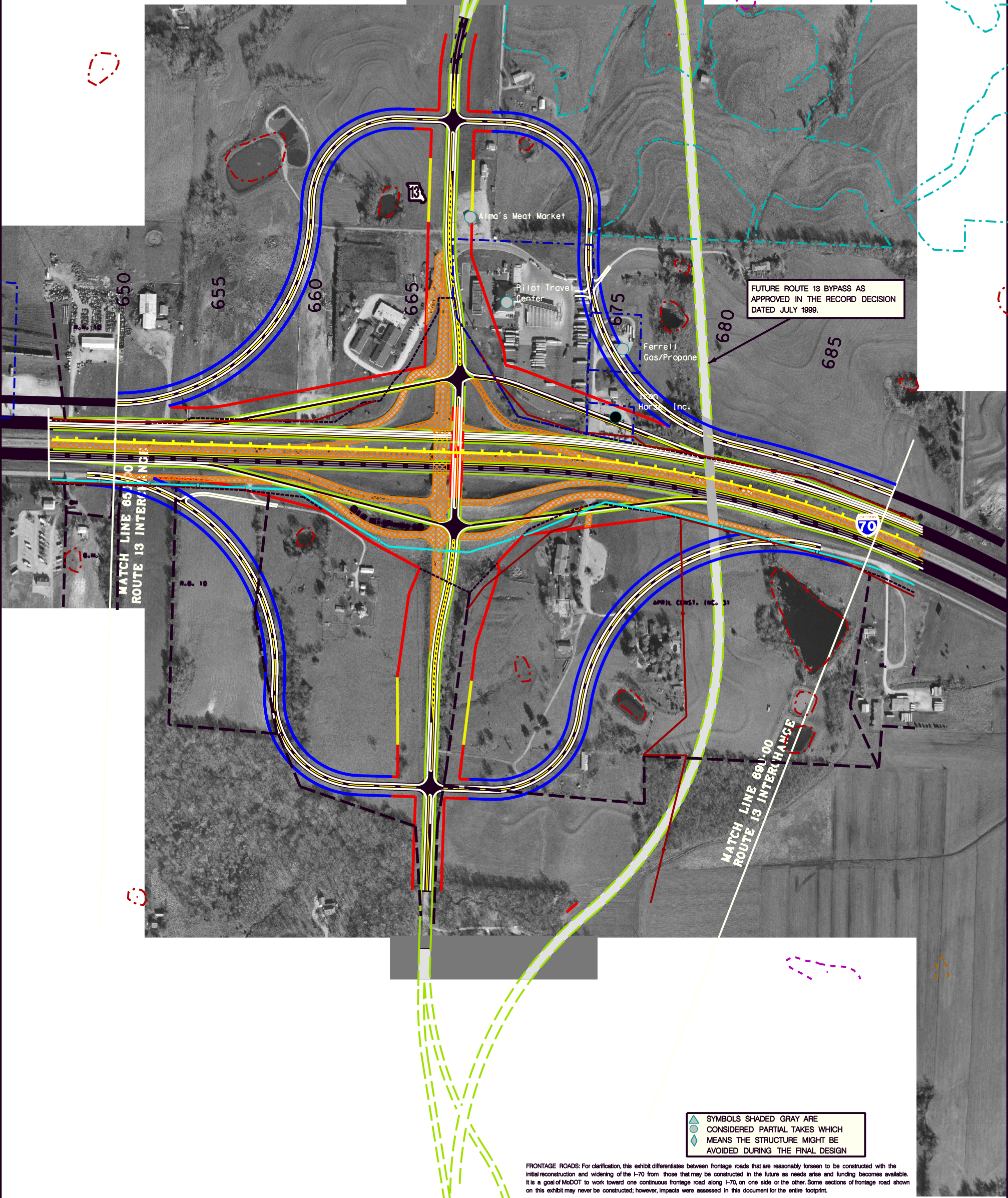
LEGEND	
—+—+—	Proposed Right-Of-Way
—*—*—	Existing Right-Of-Way Line
---	Existing Property Lines
—+—	Overpass
—+—	Proposed Centerline
—+—	Proposed Edge of Shoulder
—+—	Existing Overhead Power
—+—	Existing Underground Gas
—+—	Existing Underground Telephone
—+—	New Pavement on Existing Pavement Location
—+—	New Pavement
—+—	Frontage Road
—+—	Future Frontage Road
—+—	Cemeteries/Churches
—+—	Conservation Areas
—+—	CRP
—+—	Hazardous Waste
—+—	NRCS Wetlands
—+—	Ponds
—+—	Potential Architectural Resources
—+—	NWI Emergent
—+—	NWI Forested
—+—	NWI Scrub/Shrub
—+—	WRP
—+—	Residential Displacement
—+—	Business Displacement
—+—	Outbuildings/Other Structures Displacement

## Interstate 70 Section of Independent Utility No.2 - Odessa to Boonville Subsection ML3

SHEET  
**A-11**  
 AERIAL PHOTOGRAPH  
 NOVEMBER 2000

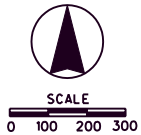


**CONCEPT ONLY**



▲ SYMBOLS SHADED GRAY ARE CONSIDERED PARTIAL TAKES WHICH MEANS THE STRUCTURE MIGHT BE AVOIDED DURING THE FINAL DESIGN

FRONTAGE ROADS: For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.



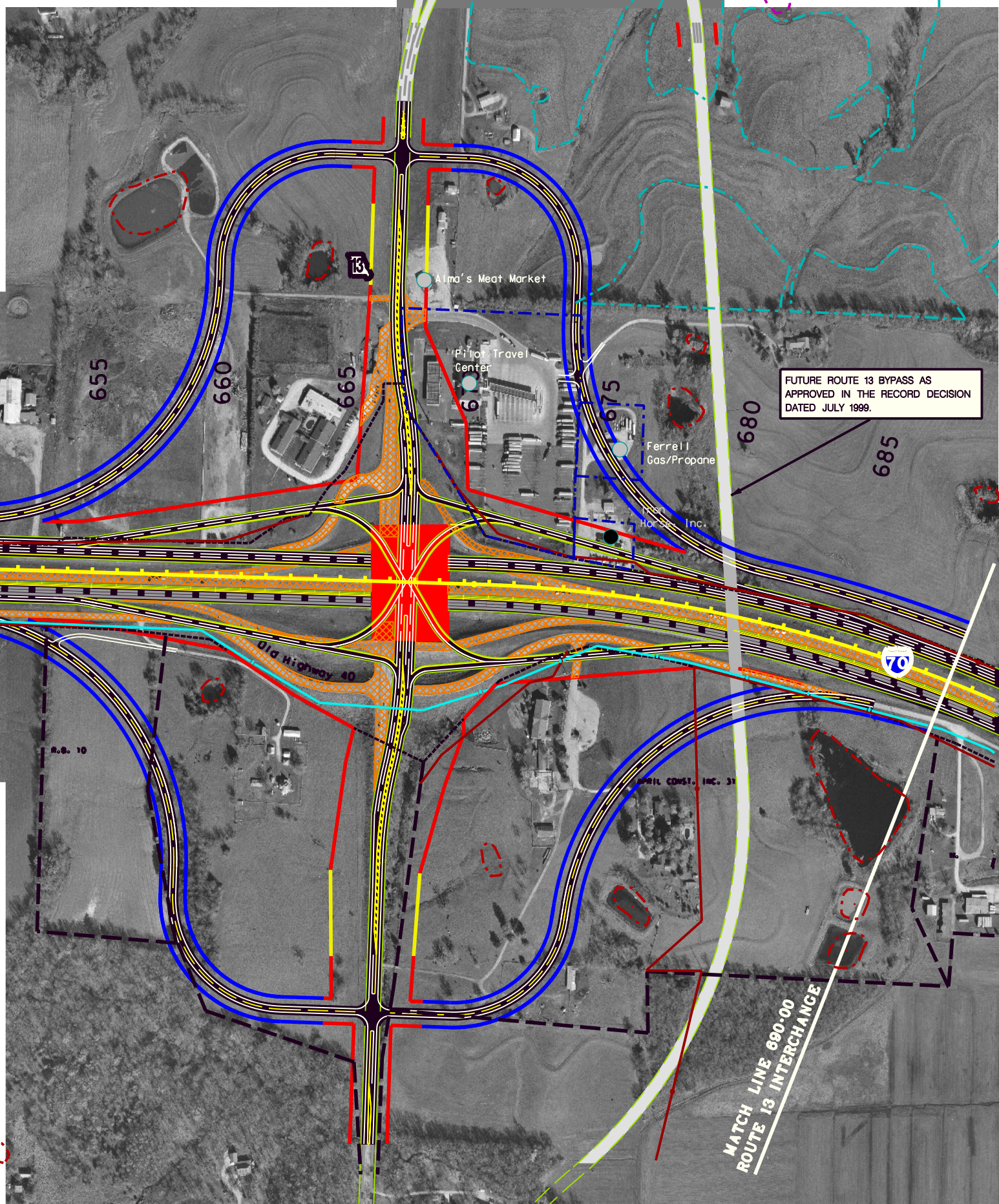
LEGEND	
	Access Controlled Right-Of-Way
	Limited Access Right-Of-Way
	Normal Access Right-Of-Way
	Overpass
	Pavement Obliteration
	Existing Right-Of-Way Line
	Existing Property Lines
	Proposed Centerline
	Proposed Edge of Shoulder
	Existing Overhead Power
	Existing Underground Gas
	Existing Underground Tele
	New Pavement on Existing Pavement Location
	New Pavement
	Frontage Road
	Proposed Route 13
	Cemeteries/Churches
	Conservation Areas
	CRP
	Hazardous Waste
	NRCS Wetlands
	Ponds
	Potential Architectural Resources
	NWI Emergent
	NWI Forested
	NWI ShrubScrub
	WPP
	Residential Displacement
	Business Displacement
	Outbuilding/Other Structures Displacement

Interstate 70 - Section of Independent Utility No. 2  
 Odessa to Boonville  
 Higginsville Route 13 Interchange  
 Alternate A

SHEET  
**A-12-A**  
 AERIAL PHOTOGRAPH  
 NOVEMBER 2000



CONCEPT ONLY



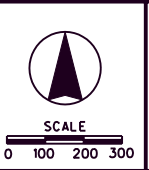
FUTURE ROUTE 13 BYPASS AS APPROVED IN THE RECORD DECISION DATED JULY 1999.

MATCH LINE 650+00 ROUTE 13 INTERCHANGE

MATCH LINE 690+00 ROUTE 13 INTERCHANGE

▲ SYMBOLS SHADED GRAY ARE CONSIDERED PARTIAL TAKES WHICH MEANS THE STRUCTURE MIGHT BE AVOIDED DURING THE FINAL DESIGN

FRONTAGE ROADS: For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.



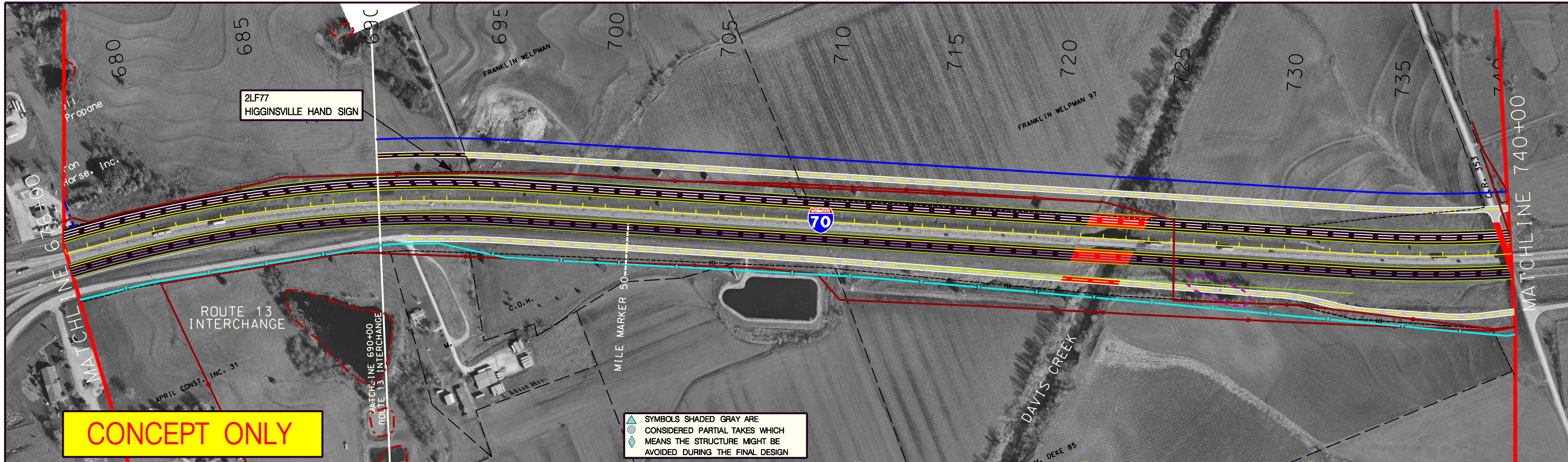
LEGEND	
	Access Controlled Right-Of-Way
	Limited Access Right-Of-Way
	Normal Access Right-Of-Way
	Overpass
	Pavement Obliteration
	Existing Right-Of-Way Line
	Existing Property Lines
	Proposed Centerline
	Proposed Edge of Shoulder
	Proposed Route 13
	Existing Overhead Power
	Existing Underground Gas
	Existing Underground Tele
	New Pavement on Existing Pavement Location
	New Pavement
	Frontage Road
	Cemeteries/Churches
	Conservation Areas
	CRP
	Hazardous Waste
	NRCS Wetlands
	Ponds
	Potential Architectural Resources
	NMI Emergent
	NMI Forested
	NMI Shrub/Scrub
	WRP
	Residential Displacement
	Business Displacement
	Other Structures Displacement

Interstate 70 - Section of Independent Utility No. 2  
Odessa to Boonville  
Higginsville Route 13 Interchange  
Alternate B

SHEET  
A-12-B  
AERIAL PHOTOGRAPH  
NOVEMBER, 2000

\$FILE\$

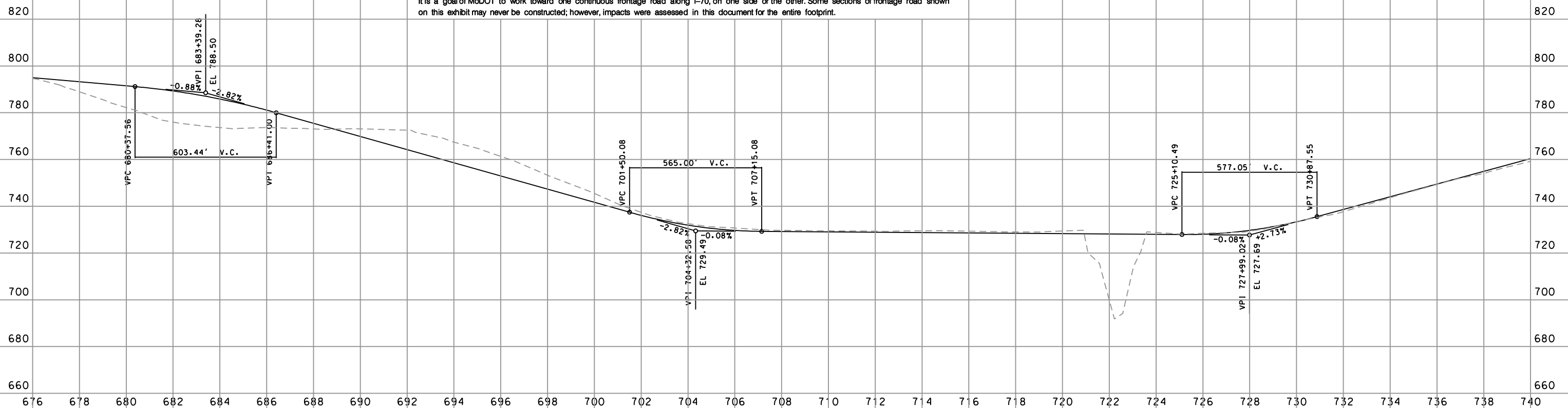




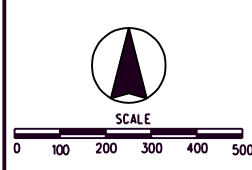
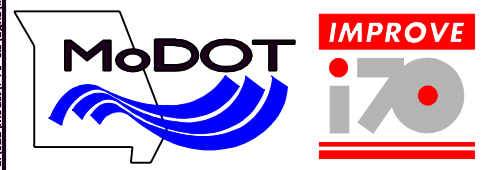
**CONCEPT ONLY**

SYMBOLS SHADED GRAY ARE CONSIDERED PARTIAL TAKES WHICH MEANS THE STRUCTURE MIGHT BE AVOIDED DURING THE FINAL DESIGN

FRONTAGE ROADS: For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.



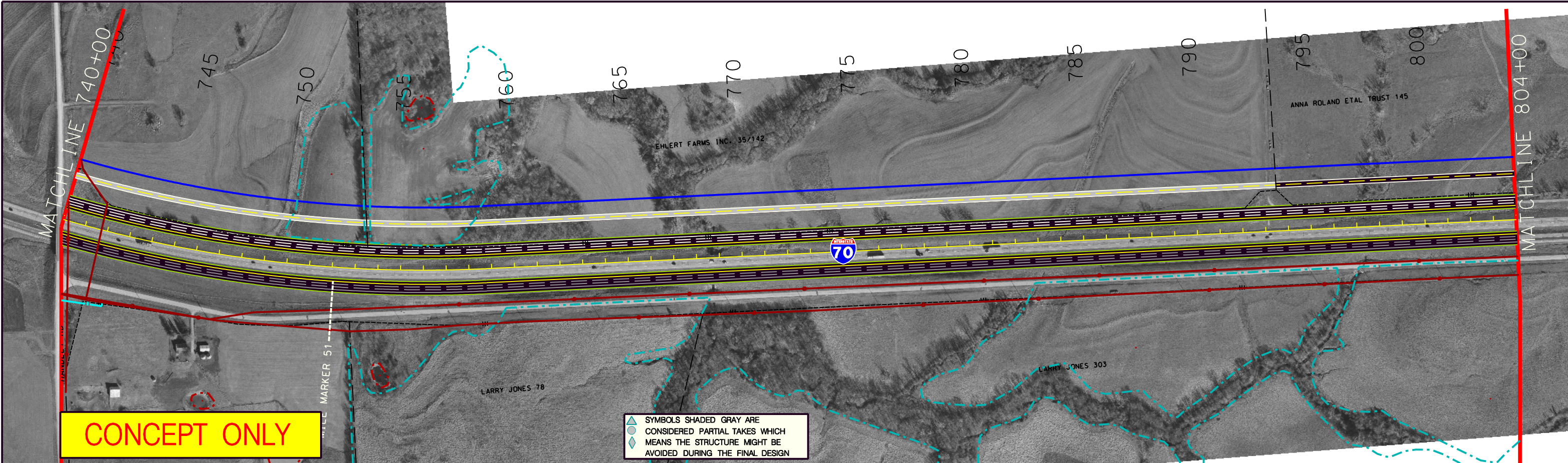
NOTE: THE PROFILE GRADE SHOWN IS BASED ON THE PROPOSED CENTERLINE EXISTING UTILITY INFORMATION OBTAINED FROM I-70 AS-BUILT DRAWINGS



LEGEND	
	Proposed Right-Of-Way
	Existing Right-Of-Way Line
	Existing Property Lines
	Overpass
	Proposed Centerline
	Proposed Edge of Shoulder
	Existing Overhead Power
	Existing Underground Gas
	Existing Underground Telephone
	New Pavement on Existing Pavement Location
	New Pavement
	Frontage Road
	Future Frontage Road
	Cemeteries/Churches
	Conservation Areas
	CRP
	Hazardous Waste
	NRCS Wetlands
	Ponds
	Potential Architectural Resources
	NWI Emergent
	NWI Forested
	NWI Scrub/Shrub
	WRP
	Residential Displacement
	Business Displacement
	Outbuildings/Other Structures Displacement

# Interstate 70 Section of Independent Utility No.2 - Odessa to Boonville Subsection ML4

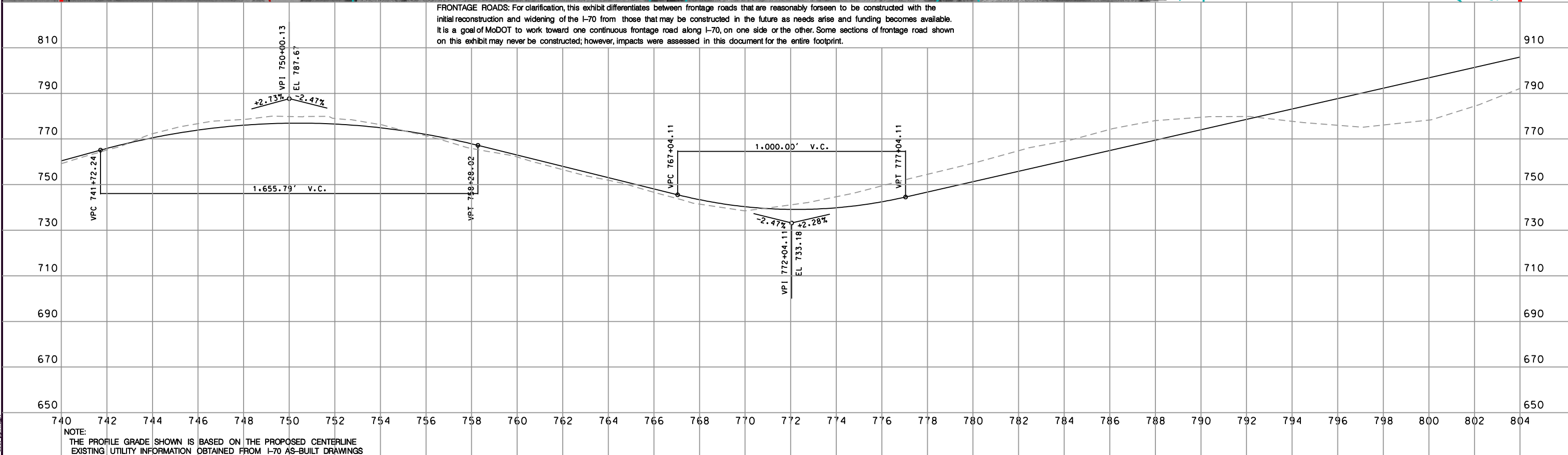




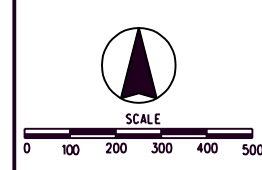
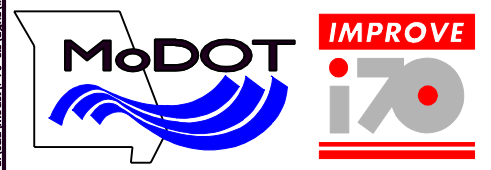
**CONCEPT ONLY**

▲ SYMBOLS SHADED GRAY ARE CONSIDERED PARTIAL TAKES WHICH MEANS THE STRUCTURE MIGHT BE AVOIDED DURING THE FINAL DESIGN

**FRONTAGE ROADS:** For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.



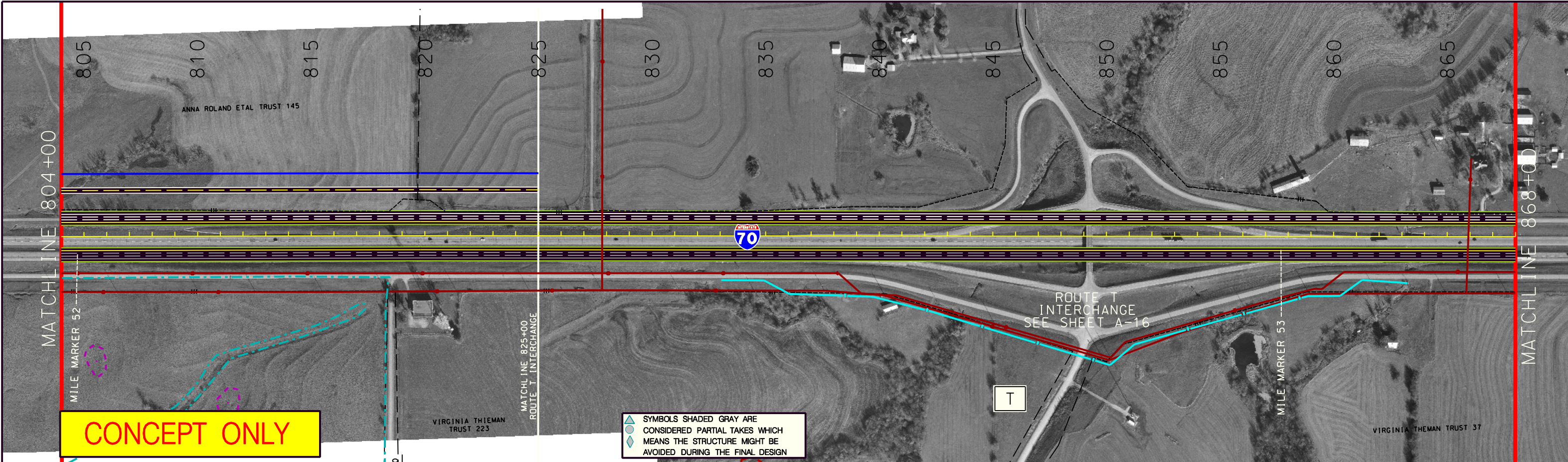
NOTE: THE PROFILE GRADE SHOWN IS BASED ON THE PROPOSED CENTERLINE EXISTING UTILITY INFORMATION OBTAINED FROM I-70 AS-BUILT DRAWINGS



LEGEND	
—+—+—	Proposed Right-Of-Way
—*—*—	Existing Right-Of-Way Line
---	Existing Property Lines
—+—	Overpass
—+—	Proposed Centerline
—+—	Proposed Edge of Shoulder
—+—	Existing Overhead Power
—+—	Existing Underground Gas
—+—	Existing Underground Telephone
—+—	New Pavement on Existing Pavement Location
—+—	New Pavement
—+—	Frontage Road
—+—	Future Frontage Road
—+—	Cemeteries/Churches
—+—	Conservation Areas
—+—	CRP
—+—	Hazardous Waste
—+—	NRCS Wetlands
—+—	Ponds
—+—	Potential Architectural Resources
—+—	NWI Emergent
—+—	NWI Forested
—+—	NWI Scrub/Shrub
—+—	WRP
—+—	Residential Displacement
—+—	Business Displacement
—+—	Outbuildings/Other Structures Displacement

# Interstate 70 Section of Independent Utility No.2 - Odessa to Boonville Subsection ML4

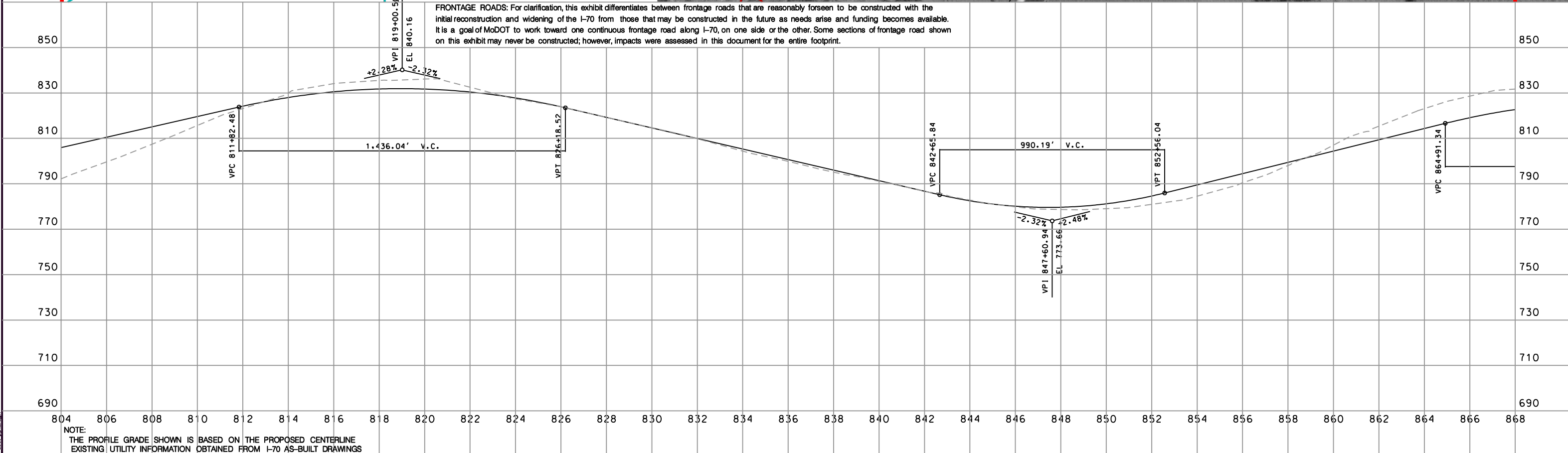




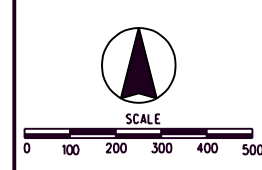
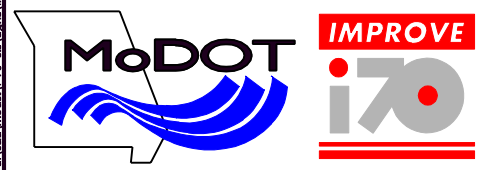
**CONCEPT ONLY**

SYMBOLS SHADED GRAY ARE CONSIDERED PARTIAL TAKES WHICH MEANS THE STRUCTURE MIGHT BE AVOIDED DURING THE FINAL DESIGN

**FRONTAGE ROADS:** For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.



NOTE: THE PROFILE GRADE SHOWN IS BASED ON THE PROPOSED CENTERLINE EXISTING UTILITY INFORMATION OBTAINED FROM I-70 AS-BUILT DRAWINGS

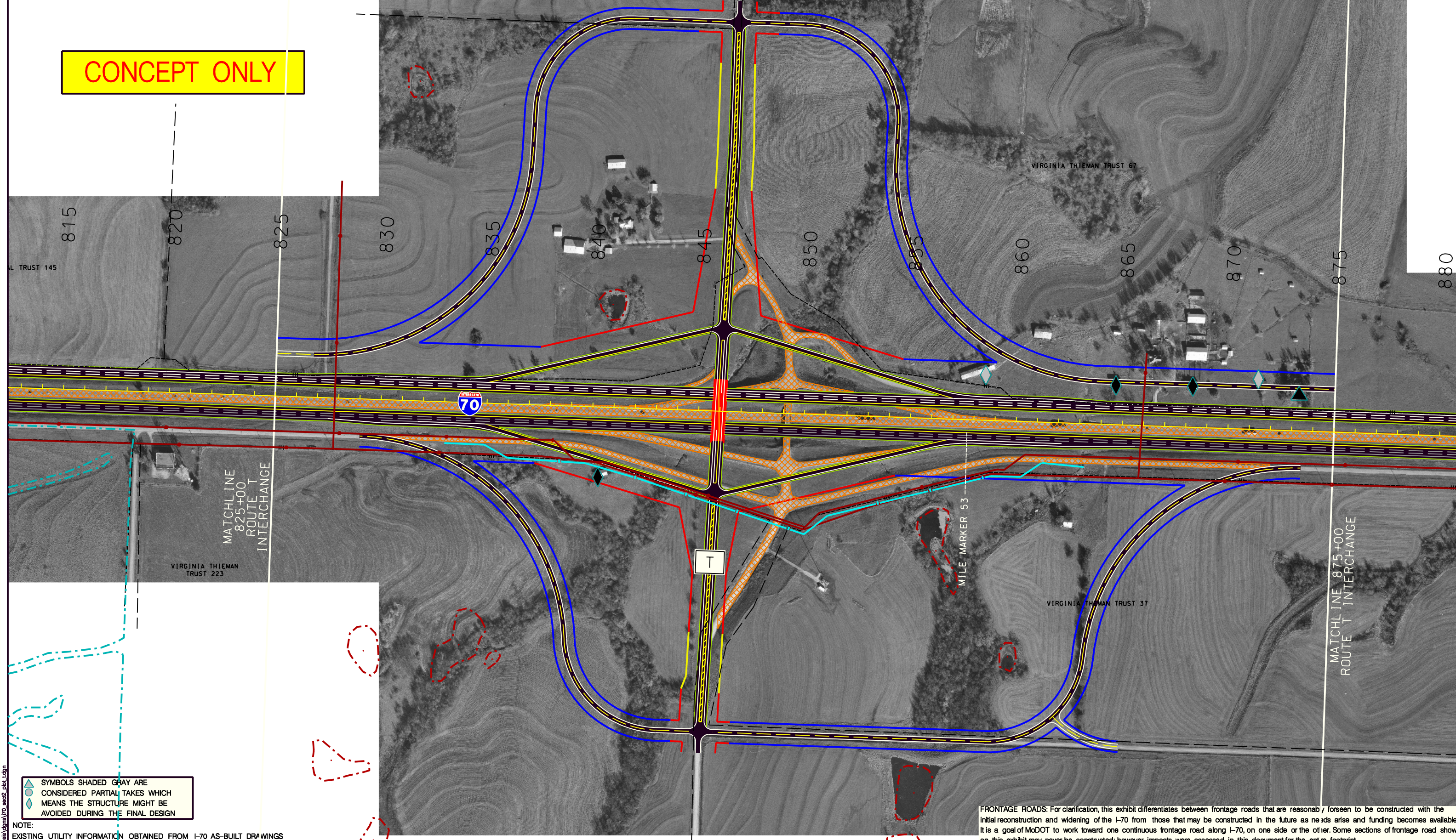


LEGEND	
—+—+—	Proposed Right-Of-Way
- - - -	Existing Right-Of-Way Line
- - - -	Existing Property Lines
—+—+—	Overpass
—+—+—	Proposed Centerline
—+—+—	Proposed Edge of Shoulder
—+—+—	Existing Overhead Power
—+—+—	Existing Underground Gas
—+—+—	Existing Underground Telephone
—+—+—	New Pavement on Existing Pavement Location
—+—+—	New Pavement
—+—+—	Frontage Road
—+—+—	Future Frontage Road
—+—+—	Cemeteries/Churches
—+—+—	Conservation Areas
—+—+—	CRP
—+—+—	Hazardous Waste
—+—+—	NRCS Wetlands
—+—+—	Ponds
—+—+—	Potential Architectural Resources
—+—+—	NWI Emergent
—+—+—	NWI Forested
—+—+—	NWI Scrub/Shrub
—+—+—	WRP
—+—+—	Residential Displacement
—+—+—	Business Displacement
—+—+—	Outbuildings/Other Structures Displacement

# Interstate 70 Section of Independent Utility No.2 - Odessa to Boonville Subsection ML4



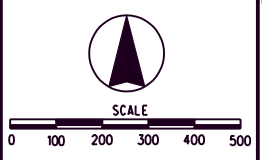
**CONCEPT ONLY**



▲ SYMBOLS SHADED GRAY ARE CONSIDERED PARTIAL TAKES WHICH MEANS THE STRUCTURE MIGHT BE AVOIDED DURING THE FINAL DESIGN

NOTE: EXISTING UTILITY INFORMATION OBTAINED FROM I-70 AS-BUILT DRAWINGS

FRONTAGE ROADS: For clarification, this exhibit differentiates between frontage roads that are reasonably foreseen to be constructed with the initial reconstruction and widening of the I-70 from those that may be constructed in the future as needs arise and funding becomes available. It is a goal of MoDOT to work toward one continuous frontage road along I-70, on one side or the other. Some sections of frontage road shown on this exhibit may never be constructed; however, impacts were assessed in this document for the entire footprint.



LEGEND	
	Access Controlled Right-Of-Way
	Limited Access Right-Of-Way
	Normal Access Right-Of-Way
	Overpass
	Pavement Obliteration
	Existing Right-Of-Way Line
	Existing Property Lines
	Proposed Centerline
	Proposed Edge of Shoulder
	Culvert (Plan View Only)
	Existing Overhead Power
	Existing Underground Gas
	Existing Underground Tele
	New Pavement on Existing Pavement Location
	New Pavement
	Frontage Road
	Cemeteries/Churches
	Conservation Areas
	CRP
	Hazardous Waste
	NRCS Wetlands
	Ponds
	Potential Architectural Resources
	NWI Emergent
	NWI Forested
	NWI Scrub/Shrub
	WRP Residential Displacement
	Business Displacement
	Outbuildings/Other Structures Displacement

# Interstate 70 Section of Independent Utility No. 2 - Odessa to Boonville Route T Interchange

SHEET  
**A-16**  
AERIAL PHOTOGRAPH  
NOVEMBER 2000